

No 4561      號 一十五百五千四第      日六初月五年申干治國      HONGKONG, TUESDAY, 11TH JUNE. 1873.      二拜禮 號一十月大英 港香      [PRICE \$2] PER MONTH

**ARTISTS.** **DANCE.** **ENTERTAINMENTS.** **AUCTIONS.** **HOUSES, LANDS, FURNITURE, &c.** **ENTERTAINMENTS.** **ENTREPRENEUR STAGE COMPANY.** **FOR AMOY (direct).**

**In imitations,**

**THE Steamship**  
**"SUNSHINE."**  
 Capt. Taylor, will be despatched for the above Port to D.A.T. the 12th inst., at 4 p.m.  
 For Freight or Passage, apply to  
 DOUGLAS LAFAE & CO  
 1079 Hongkong, 11th June, 1872.

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**THE American Steamer**  
**"DANIEL JEAN RICHARD."**  
 Captain Nicholls, will be despatched for the above Port to MORROW, the 12th inst. at 5 p.m.  
 For Freight or Passage, apply to

FREDERIC DE  
Hongkong, 11th Apr

**"YANGTZE,"**  
A. Corner. Master will be dispatched on  
DAY, the 14th instant, at 1 p.m. as above.  
For Freight or Passage, apply to  
J. H. BARNES & CO.  
at 1068 Hongkong, 11th June, 1872.

**FOR SWATOW, AMOY, AND TAMS**  
**THE Steamship**

**"HAILOONG,"**  
Captain Barrow, will have immediate despatch  
for the above Ports.  
For Freight or Passage, apply to  
DOUGLAS DERAIR & CO.  
at 1080 Hongkong, 11th June, 1872.

**FOR SALE.**

## Cory's Merthyr double

Best Steam COAL.  
In Lots to suit purchasers.  
CARLOWITZ &  
1m 1077 Hongkong, 11th June, 1872.  
FOR SALE.

**A** CARRIAGE (with lamps), PONIES  
HARNESSES, complete. Price \$250.  
Address M. G. care of Daily Press office.  
A2d 1091 Hongkong, 11th June, 1872.

**H**ONGKONG HOTEL B  
ICE-CREAM.  
Daily from 4 p.m. till 7 30 p.m.  
7d 1069 Hongkong, 8th June, 1872.

**NOTICE.**  
Departure of the S. S.

Shanghai, is POSTPONED until further notice.

**AUGUSTINE HEARD & CO.**  
at 1032 Hongkong, 6th June, 1872.

**FOR FREIGHT OR CHARTER.**  
**THE "1 British Brig**

**"REBECCA JANE,"**  
Cooper, Master, of 219 Tons Register.  
For further particulars, apply to the Captain on board.

at 1075 Hongkong, 10th June, 1872.

**NOTICE.**  
**FOR FREIGHT OR CHARTER.**  
**THE "1 British Barque**

"GLEAM,"  
Register. Apply to

TURNER, &  
1053 Hongkong, 8th June, 1922.  
FOR SALE.  
THE British Steamer  
"ARRATOON APCAR,"  
838 Tons Register, carrying capacity  
pionds Dead weight, exclusive of Coal,  
by HENDERSON & Co., Renfrew,  
Engines Direct acting. 250 Horse Power  
For further particulars, apply to  
GIBB, LIVINGSTON &  
1754 Hongkong, 24th April, 1922.  
HONG KONG STEAMSHIP COMPANY

ANGEMENTS having

**A** the conveyance of Cargo, via London  
New York, transhipping to the steamers  
North German Lloyd Company at Southampton,  
the Undersigned are now prepared to  
through Bills of Lading.

**BUTTERFIELD & SWIRE**

1m 1048 Hongkong, 4th June, 1972.

**OCEAN STEAMSHIP COMPANY**

**A**RRANGEMENTS having been com-  
with the different Mediterranean S-  
ship Companies, the Undersigned are now  
pared to engage cargo, at through rates  
of all the following ports:—  
Marseille, Barcelona, Genoa, La

Trieste, Venice, Br  
Constantinople, and C

Im 1049 Hongkong, 4th June, 1872.  
NOTICE OF REMOVAL.  
THE undersigned have this day  
MOVED to the Grand-dior  
HONGKONG HOTEL, just opposite the Co  
d'Escompte de Paris.  
MARQUES &  
at 1031 Hongkong, 3rd June, 1872.  
DINNER & DINNER  
CLARETS.  
100 CASES CHATEAU DE LA  
TIERRE, (Yellow Canele).

CHATEAU DE L.  
(Red Capsule.)  
CHATEAU DE L.

the 40 CHATEAU LAROSE.  
S. 40 " CHATEAU LAROSE.  
E, 20 cases HAUT SAUTERNE.  
300 cases Superior Old Pale COGNAC  
(V. Houlard).  
BUTTER,  
FENARD'S First Quality, in 1 lb. boxes  
For Sale by  
H. L. NORON  
Oswald's Terrace, Wellington Street,  
Hongkong, 29th May, 1872. [6  
THE HONGKONG PHOTOGRAPH  
ROOMS,  
(Corner of Wellington and d'Aguilar Streets)  
ARE NOW OPEN.

FROM 10 A.M. TO  
PORTRAITS TAKEN

REGARD TO WRITERS.  
N.B.—The Photographic Rooms in  
the Daily Advertiser Office.  
E. RIISFELDT  
of 738, Hongkong, 22nd April, 1872.

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**Notices to Consignees**

M. M. COO'S S-S. ALPHEE, FROM  
MARSEILLES.

CONSIGNEES of Cargo per S. S. C.  
from London, in connection with  
above mentioned Steamer from Marseilles  
herely informed that their goods have  
stored on board the Co.'s Steamer Volga

may be obtained.  
is remaining unclaimed

|   |  |  |
|---|--|--|
| <p>for<br/>large<br/>quantities<br/>of<br/>cur-</p> | <p>of 1892, 1910, and 1911, and<br/>for Consignments' risk and expense.<br/>Bills of Lading will be countersigned<br/>A. CONIL,<br/>Supercargo.</p>  | <p>Sd 1071 Hongkong, 8th June, 1872.</p> |
| <p>ment.<br/>total</p>                              | <p><b>BRITISH SHIP CORONA, FROM<br/>LONDON.</b><br/>CONSIGNEES of Cargo by the above<br/>vessel are hereby requested to<br/>their Bills of Lading for countersigning<br/>the undersigned, and to take immediate<br/>of their Goods.<br/>Cargo impeding the vessel's dischar-<br/>ge are to be landed and stored at Con-<br/>signees' expense by.</p> | <p></p>                                  |

## MELO

May 8 | of 938 Hongkong, 20th May, 1872.











Hsin. Hsiang Hu, the road to (passed, and I bade adieu to my H

crossed by a bridge of boats, and having  
in junks at anchor. It turned out to be  
Ju Ho, which flowing through Honan,  
the Hui River, and entering the Yangtze  
and the other the sea. In times of flood  
the Yangtze, the course leading to Yangtze  
is closed by dykes and locks, the sea  
being alone used. Large quantities of  
crockery were sent down, and for  
goods from Shanghai brought back in return.  
The houses here were built of a red freestone  
an agreeable change to the monotony of  
grey brick so universal in the Yangtze  
river, and entered the town; but had  
had luck to come plump on a theatre,  
ceding vigorously in open air. The Chi  
drama of the ancient kings, was inste  
deserted to behold the modern stranger,  
a large crowd rushed around me, scar  
allowing me to walk, they were, how  
eagerly crowd.

My journey led through the Chow  
where quarries of red freestone existed,  
several chais, or hill fortresses, famous  
annals of Chinese highwaymen, were point  
out to me. On leaving the hills, brickgallies  
dominated. I was fortunate enough  
came upon Chinamen in the very act  
mending a road, and a wonderful process  
it was; large quantities of earth were  
thrown, the surface of the road, the same  
with bullocks of stones or gravel, was  
thrown over the offending rocks, and  
frightful quagmire, utterly impassable  
men or beast is the result; and not  
the rains and winds of heaven, but  
rammers and muscles of men have hard  
the liquid mud, does it become even use  
I was riding the grey pony, having a  
man, all just outside a big village,  
what looked like one, and entered  
leading my pony. I was soon the squire  
of a thousand eyes; and, after a minute  
two, nearly became the mark of  
many stones, for all with one accord  
began to yell and hoot and abuse me. The  
village turned out to be a large town,  
Chien-tien, and a more rudely crew than  
soon began to fly, my cart had gone; so  
my prudent military friends were not to  
seen, and the town seemed interminable.  
was beginning to think matters were lo  
ing serious, when fortunately I reached  
broader street, with a gate, leading I th  
not there, but out of the town; so I star  
ed suddenly at a gallop, burst through so  
the front of my cart, and dashed the g  
followed by a host of horsemen. After  
after sundry homeward wanderings I  
I luckily found my cart, and all my fel  
travellers consoled sympathetically with  
on my mishap. Oh, said the officer, the  
people don't understand principle; I co  
not help upbraiding him for his desertion  
and wishing to know where his own princip  
had gone to. In the evening I reached  
the walled city, and found the town, the  
the suburb, where crowds of people fill  
in yard to stare at me, and refused to  
when I remonstrated with them. I had  
not reached a ruder and sorer lot of peo  
that in S. Honan, and met more intenc  
insults and rudeness than I experienced  
the whole of the rest of my journey po  
gether. I bought the grey pony, and was a  
in a pace; I had, however, the pleasur  
of a hard ride, and the country was  
was, having to ride all day in it; there w  
too, a very cold wind, notwithstanding, I sp  
most wretched time of it; the country wa  
succession of treeless downs, with no shel  
and after splashing, slipping through m  
and water all day, found, as my reward,  
Yu-chow, where we were to stop to  
night, that there were no inns, all bei  
in the hands of the Chinese, and the  
Shansee. There we stood at inn after  
in drumming rain, asking for room and  
more, and finally to content ourselves  
with a stable; the only empty spot in the  
place. A stable and an inn do not, howev  
differ much in China; and we made o  
selves tolerably comfortable in one lar  
room where we all had to sleep, and eat.  
A pleasant evening, as the rain  
continued, and the Chinese, who were  
Chinese food, entered into an animated  
conversation with a Cantonese, who declar  
ed he was a linguist under Sir H. Park  
at Canton. He spoke of that gentleman  
highest eulogium, expatiating on his terrib  
eyes and iron will, which made everythi  
turn just as he wished it. I lay long in  
not morning, and then sallied out in search  
of a good inn, which I had found at last  
again, so I did not stay. Had I had any  
most amusement to my boy dilating, with  
great pride on his knowledge of Peking  
whilst the Cantonese tapes his stories with  
anecdotes about Canton. I have lost sight  
of my military friends, who reside in th  
place, Yu-chow; but whom I have not se  
eyes on since, though they had made m  
many offers in Chihli, of paying m  
on my "risk," but I have not been ab  
able, I can remember, to take any  
by myself, with roof, looking to  
dark to read and nothing to see; could  
go to bed and sleep, after confounding Chin  
the Chinese, and this journey. Most of  
my companions had determined not to proce  
any further to Fan-cheng by land, but t  
strike a small river flowing into the Hui,  
at place 40 *li*, called Shih-chia-tow, which  
fined, and I determined, rain or no, to  
proceed on to Fan-cheng, and, accordingly  
so informed the carter. As it happened, th  
worthy was thereby completely non-pluss  
he did not desire to go two or three da  
more journey immediately; but if he did not  
as had been stated in the agreement he drew  
up at Peking, then he would bear the exp  
ences. After many grumbles he had to  
pass on, and I set out at night, after a  
somewhat hazardous journey, through road  
full of pools and rivers, and through a coun  
try my carter was unacquainted with. A  
bright moon fortunately guided us some  
what. This place, as large as Chien-tien,  
was surrounded by a low wall, and I flatter  
ed myself I had arrived at the end of my  
journey. The houses were all of mud, and  
paved, uneven, and full of holes; the streets  
full of water and mud, and the night, being  
cloudy, and darkness visible, we had a fine  
time of it, splashing into holes, car nearly  
upsetting, and many pony snorting with r  
por. The carter was particularly unlucky;  
he seemed to arrive at every pool there was  
to meet with, and fell in right there, wa  
into the water, and I was obliged to look  
for dry land, and jumped myself into it  
to avoid a small puddle. His carts were  
tremendous—all his relations, his mules, and  
everything he possessed being subjected to a  
torrent of abuse. At last we reached the  
inn, and speedily went to bed and to sleep.  
Not up till very late, and then we went  
into the city, and the locality of the town.  
I was not followed by a crowd,  
and I was on the wall for some time,  
I was astonished to find what a city I  
had arrived at. Although but a Chien-tien,  
the walls extended for 26 *li* in circumference,  
and numerous warehouses crammed with goods  
attested its prosperity. Most from all parts  
of the Empire are congregated here for pur  
poses of trade, but it bears a bad reputation  
for the character of its inhabitants. At times  
it is rebuked by the name of "the city of  
murder," and is still regarded, as are all new  
places, suddenly springing into existence, with  
suspicion by local authorities. About a mi

THE Undersigned having been appointed  
Agents in Hongkong for the above-named

**THE QUEEN INSURANCE COMPANY**

[The following rates will be charged in future for SHORT PERIOD Insurances, viz:—  
Not exceeding 10 days, at the annual rate  
Not exceeding 1 month, " do. do.  
Above 1 month, " do. do.  
Not exceeding 3 months, " do. do.  
Above 3 months and not exceeding 6 months, " do. do.  
exceeding 6 months, " do. do.]

**ROBERT LYALL & Co., Agents for the Queen Insurance Company**  
# 242 Hongkong, 23rd January, 1870.

**THE QUEEN INSURANCE COMPANY**

CAPITAL, TWO MILLION STEELING.

[The Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire to the extent of £10,000, on Buildings or Goods stored therein.]

# 241 Hongkong, 23rd January, 1870.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

[The Undersigned have been appointed Agents for the above Company at this port, Agents for the above Company at Hong Kong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.]

**HOLLIDAY, WISE & CO.**  
# 1593 Hongkong, 15th October, 1868.

**THE LONDON ASSURANCE COMPANY INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1700.**

[The Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—  
**MARINE DEPARTMENT.**  
Insurances at current rates, payable either here in London or at the principal Ports of India, China, and Australia.  
**FIRE DEPARTMENT.**  
Policies issued for long or short periods at current rates and not exceeding 25,000.  
**LIFE DEPARTMENT.**  
Policies issued for sums not exceeding 25,000 in reasonable terms.]

**HOLLIDAY, WISE & CO.**  
# 1927 Hongkong, 1st November, 1870.

**THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.**

[The Undersigned, having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.]

**HOLLIDAY, WISE & CO.**  
# 777 Hongkong, 25th April, 1870.

**NOTICE.**

**VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.**

[FROM this date, there will be no fee charged for Policies issued by this Company.]

**AUGUSTINE HEARD & Co., Secretaries.**  
# 1777 Hongkong, 1st November, 1871.

**NOTICE.**

**IMPERIAL FIRE OFFICE.**

[FROM this date the following rates will be charged SHORT PERIOD Insurances, viz:—  
Not exceeding Ten days, of the annual rate  
Not exceeding 1 month, of the annual rate  
above 1 month, " do. do.  
above 3 months, " do. do.  
above 6 months, " do. do.  
above 9 months, " do. do.  
above 12 months, the full annual rate.]

**GIBB, LIVINGSTON & Co., Agents Imperial Fire Insurance Company**  
# 875 Hongkong, 12th August, 1869.

**UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).**

[The Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current Rates.]

**GILMAN & Co., Agents.**  
# 487 Hongkong, 9th March, 1871.

**OCEAN MARINE INSURANCE COMPANY, LONDON**

INCORPORATED 1859.

CAPITAL, £1,000,000.

[The Undersigned having been appointed Agents for the above Company, are prepared to grant Marine Risks and Insure Policies at current rates.]

**AUGUSTINE HEARD & Co.**  
# 1351 Hongkong, 7th June, 1867.

**VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.**

[This Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to grant Policies against Marine Risks at the current rates of Premium at the respective places.]

**AUGUSTINE HEARD & Co., Secretaries.**  
# 557 Hongkong, 1st April, 1871.

**INDRESEN INSURANCE COMPANY FOR NEEA, RYFVE, ÅRANG AND TRANSSEGT, DRESDEN.**

[The Undersigned having been appointed General Agents in China for the above company, are prepared to accept risks and issue policies of Insurance at the current rates of premium.]

**CARLOWITZ & Co., General Agents in China.**  
# 2168 Hongkong, 1st December, 1871.

**LONDON AND ORIENTAL STRAITS TRANSIT INSURANCE OFFICE**  
137, LEADENHALL STREET, LONDON.  
ESTABLISHED 1843.

[The Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamers and Royal Mail Steamer.]

**J. MUIVER, Agent.**  
# Hongkong, 1st July, 1867.

**ROYAL FIRE INSURANCE COMPANY**

[The annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice:—  
Dwellings and semi-detached Dwelling Houses removed from town, and their contents, } 1 percent.  
Stores and Warehouses and strict- ly insured as such, and their contents, } 1 percent.  
Downs, Offices, Shops, &c., and their contents, } 1 percent.  
GIBB, LIVINGSTON & Co., Agents Imperial Fire Insurance Company  
# 854 Hongkong, 7th March, 1865.

**NOTICE.**

**ROYAL INSURANCE COMPANY.**

[The annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice:—  
Dwellings and semi-detached Dwelling Houses removed from town, and their contents, } 1 percent.  
Stores and Warehouses and strictly insured as such, and their contents, } 1 percent.  
Downs, Offices, Shops, &c., and their contents, } 1 percent.  
Whether Risked by Special arrangement, the following rates will be charged for SHORT PERIOD Policies:—  
Not exceeding 10 days, 1½ per cent.  
Not exceeding 1 month, 1 month + per cent.  
Not exceeding 3 months, 3 " "  
Not exceeding 6 months, 6 " "  
Not exceeding 9 months, the full annual rate! ]

**ROBT. B. WALKER & Co., Agents, Royal Insurance Company,**  
# 11263 Hongkong, 1st November, 1871.

Messrs. TRÜBNER & CO.,  
60, PATERNOSTER ROW, LONDON.

[illegible]

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(2 cop.)

[illegible]

Book with the Chinese pronunciation indicated in English, specially adapted for the use of merchants, travellers, and families. By BENONI LANGLOT, SOCO

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